

**CITY OF WEST DES MOINES  
DEVELOPMENT AND PLANNING  
CITY COUNCIL SUBCOMMITTEE MEETING  
City Hall Training Room**

Thursday, May 21, 2015

**Attending:**

Council Member John Mickelson

Council Member Jim Sandager

City Manager Tom Hadden

Development Director Lynne Twedt

Assistant City Attorney Greta Truman

Communication Specialist Lucinda Stephenson

City Engineer Duane Wittstock

Principal Engineer Brian Hemesath

Principal Engineer Eric Petersen

Finance Director Tim Stiles

Guest for Item #1:

Chris Shires, Confluence

The meeting of the Development and Planning City Council Subcommittee was called to order at 7:30 a.m.

**1. Ultimate Streets – Grand Prairie Parkway/EP True Parkway**

Director Twedt stated that the road alignments of EP True Parkway, Mills Civic Parkway, and other roads between Grand Prairie Parkway and County Highway R-22 were being reviewed in response to a development proposal within the area. She pointed out on a location map the proposed conceptual street alignments, the location of the property to be subdivided for single family development (Van Zee property), the West Des Moines-Waukee moratorium area, and where Waukee has already annexed land. The Comprehensive Plan Map currently shows an asterisk in this area, indicating the street alignments needed to be studied.

Principal Engineer Hemesath explained that staff has looked at the road alignments in terms of existing subdivisions and topography. He discussed the difficulty of constructing a road over Sugar Creek and continuing west over a rise of about 50 feet immediately west of the creek. With the proposed development in the area, determining the approximate alignment of arterial and collector streets needs to be resolved. Mr. Hemesath stated that since this, in part, is within the moratorium area, discussions have taken place with Brad Deets of Waukee to obtain his thoughts and ideas on the concept. Waukee was receptive to Staff's suggested changes for the conceptual roadway alignments. The next step would be to generate a formal traffic study for the area and update the Comprehensive Plan Map with the revised street alignments.

Principal Engineer Petersen provided more details on the street alignments, with most discussion centered on EP True Parkway since it has the greatest topographic challenges and, if the roadway travels south, potential impacts to the planned Van Zee development. After reviewing the topography and considering future development for properties along Interstate 80, an alignment north of the existing subdivision that roughly parallels Interstate 80 is recommended. City Engineer Wittstock stated that without the proposed alignment of EP True Parkway, it would be hard to provide adequate access to properties between Interstate 80 and the existing subdivision. Mr. Petersen added that the proposed alignments and spacing of EP True Parkway and Mills Civic Parkway would look similar to Westtown Parkway and University Avenue north of Interstate 235.

Council Member Mickelson inquired about the existing pond just west of the future Grand Prairie Parkway and EP True Parkway intersection. Mr. Hemesath stated that the pond was located on the Davis property and would likely be removed as part of development since it is not a high quality pond.

Mr. Shires, representing the Davis interest, concurred and continued that the Davis's current plans are to sell their property. He stated that he was interested in having the opportunity to look at the street proposal and provide comment. He expressed that the concept of taking EP True Pkwy due west seems reasonable, especially with the topography over Sugar Creek and development potential.

Mr. Wittstock commented that the traffic circulation would benefit as a link would be provided between the two interchanges. Property owners along Interstate 80, including the Davis's, should benefit because properties may have otherwise been left orphaned and that the development potential would be higher along the interstate with the proposed alignment. Also, EP True Parkway could better serve as a bypass route during incidents on Interstate 80.

Council Member Sandager inquired as to the Mills alignment topography to the west. Mr. Hemesath responded that the hills are fairly rolling and that the topography for the stretch was very doable for a major arterial street. Mr. Petersen added that the Mills Civic Parkway alignment was adjusted slightly due to the Johnson Creek crossing near County Highway R-22.

Council Member Sandager inquired who would pay for these streets and was informed that payment and development would be developer driven.

Mr. Hemesath mentioned that the bridge to be built across Sugar Creek would be expensive for the developer. The City may have to invest in the bridge, but whoever pays may want to annex that piece of land that is now part of the moratorium so as to obtain the tax value and offset bridge construction costs. Council Member Sandager stated that the City of West Des Moines has historically been south of the interstate and felt this property should belong in West Des Moines. Mr. Hemesath commented that the moratorium will expire in 2017.

Council Member Mickelson stated that several constituents are interested in this area. He did not anticipate an issue with what was being proposed, but just wanted to be apprised of the plan.

Council Member Sandager inquired how many acres Mr. Van Zee planned to develop. Mr. Hemesath responded that Mr. Van Zee had between 30 to 40 acres with over 100 70-ft lots.

Mr. Hemesath stated that staff feels that they have identified a layout which would work for the area, and that once Mr. Petersen has completed a formal study, a Comprehensive Plan Amendment would come forward for approval to update the area and remove the asterisk on the Comprehensive Plan Map.

Mr. Hemesath stated that staff was interested in establishing the street alignments as Mr. Van Zee was ready to begin development and needed approval to move forward. Council Member Sandager expressed that he did not want development to be held up, but would allow Mr. Shires to provide comment on behalf of the Davis's.

*Directions: Council Members expressed support of the proposed street alignments.*

**2. Upcoming Projects – A map was provided of each project with Director Twedt providing a brief description of each.**

- a. Ashworth Corridor & Country Club Office Park PUD Amendments – With the installation of a track at the St. Francis of Assisi Church, it was discovered that the area was in two PUD's which necessitates a PUD amendment to remove property from the Country Club Office Plaza PUD and place it in the Ashworth Corridor PUD to which the church and school already belong. There will also be some text changes to reflect St. Francis master plan. The parcel will likely be rezoned to High Density Residential consistent with the properties on either side.
- b. Canteen Vending Office & Warehouse Addition – construction of a 4,400 sf bldg. to include a warehouse and office addition located at 5195 18<sup>th</sup> Street.

**3. Minor Modifications**

- a. Bank of America, Valley South/Watson Center – Lighting improvements (Level 1)
- b. Hawthorne Centre, 9500 University – Relocate Water Line (Level 1)
- c. Paradise Pointe Lot 4 (former Mimi's) – Patio Relocate & Facade Changes (Level 1)

**4. Other Matters - None**

The meeting adjourned at 8:00 a.m. The next Development and Planning City Council Subcommittee meeting is scheduled for Thursday, June 4, 2015.

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Lynne Twedt, Development Services Director

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Kim Taylor, Recording Secretary